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hostile to the scheme. Fortunately Zola, besides having a good friend in M. Aude, the mayor of Aix, obtained support in Paris, notably from Thiers and Mignet, whose association with the old Provengal city is well known ; and thus, in May, 1844, he obtained a royal declaration of the public utility of his project, with leave to expropriate landowners, purchase land, and capture water on terms which were to be arranged. The landowners, however, often set extravagant prices on their property, bitter disputes arose over valuations, and all sorts of authorities, with interests at stake, raised one and another claim and difficulty; the Council of State at last having to re-adjust Zola's agreements with municipalities and others, in such wise that a final covenant was only signed in June, 1845. Zola then returned to Paris with his wife and son, for, apart from all municipal help, a considerable amount of money had to be raised for the enterprise, and it was not until midsummer, 1846, that the Zola Canal Company was at last constituted.¹

Then the engineer went southward once more. One reads in contemporary newspapers that the great struggle had affected his health, that he was no longer so strong as formerly, but it is certain that he felt full of confidence.

His courageous efforts were about to yield

¹ Societ6 du Canal Zola: deeds, drawn by Maltre Baudier, Notary in Paris.